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19

THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School and University Men and who will serve together as a Unit.

Training is now going forward. Applicants desiring to enrol should apply at once to

ROYAL NAVAL DIVISION,
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God Save The King.

PRICE, \$3 PER MONTH.

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00 "	to 10.00 " " " "	" 10 "
10.00 "	to 11.00 " " " "	" 15 "
11.30 "	to 12.45 p.m.	" 15 "
12.45 p.m.	to 1.15 " " " "	" 10 "
1.15 "	to 1.45 " " " "	" 15 "
1.45 "	to 2.15 " " " "	" 10 "
2.15 "	to 3.15 " " " "	" 15 "
3.00 "	to 8.10 " " " "	" 10 "

NIGHT CARS.

7.30 p.m.	and 9.00 p.m.,	9.30 to 11.00 p.m.
Every Half-Hour.		
1.00 p.m. to 1.45 p.m.		
Every Quarter-Hour.		

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 "	to 11.00 " " " "	" 15 "
11.30 "	to 12.00 noon	" 15 "
12.00 noon	to 1.00 p.m.	" 15 "
1.00 p.m.	to 6.00 " " " "	" 15 "
6.00 "	to 6.00 " " " "	" 10 "
6.00 "	to 7.00 " " " "	" 15 "
7.00 "	to 8.10 " " " "	" 10 "

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong 29th May, 1914. [467]

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SOUTH MANCHURIA RAILWAY CO., DAIREN

PORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Philippine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the wide range of Philippine Hardwoods suitable for constructional purposes.
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 Private Dining Rooms.
 Ladies' Drawing Rooms.
 Smoking and Reading Rooms.
 Private Bar and Billiard Rooms.
 of Garden.

the Management of Mr. and Mrs.
 G. E. EYLES

1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for this afternoon.

The Orders of the Day are:—

Third reading of the Bill intituled, "An Ordinance to authorize the Appropriation of a Supplementary Sum of seven hundred and eighty-seven thousand two hundred and fifty-two dollars and twenty-six cents, to defray the Charges of the Year 1914."

Second reading of the Bill intituled, "An Ordinance to amend the Dentistry Ordinance, 1914."

Second reading of the Bill intituled, "An Ordinance to provide for the levy of Estate Duty payable in respect of the estates of deceased persons."

BRITISH TRADE IN WAR TIME.

A BOOK BY PROFESSOR BOWLEY.

Among the latest books issued by the Cambridge University Press is one entitled *The Effect of the War on the External Trade of the United Kingdom*, by A. L. Bowley, Sc.D., Professor of Statistics in the University of London, and a brother of Mr. F. B. L. Bowley, solicitor, of Hongkong. The following review of the volume appears in the London *Morning Post*:

This volume contains the substance of four lectures delivered at the London School of Economics in January and February, and might be defined as an interim judgment, based on a scientific analysis of the monthly trade statistics for the years 1906-1914, in regard to the effect of the war on the external trade of the United Kingdom. "We are now living at so rapid a pace," says Professor Bowley in the introductory section of Chapter I, "that current events pass immediately into history and cease to afford guidance even for the near future; the historian must become journalist, the journalist merely reporter; and the statistician must forget his customary caution and hesitation, and offer, with a confidence that is more apparent than real, crude results and undigested opinions, if his work is to be of immediate practical service. It is a long time since the then Director of the London School of Economics sought in vain for an English authority on the science of statistics and proceeded to 'grow' Mr. Bowley to fill the gap—with the happy result that we now possess of world-wide reputation who is not only a master of his subject, but also a most inspiring teacher. In order to arrive at a provisional solution of the problem proposed it has been necessary first of all to answer the question—Was the anxiety felt at the close of 1913 as to the continued growth of our external trade really justified? Until we have determined whether or not the results for the first half of 1914 confirmed these forebodings, the effect of the war cannot be measured even with an approximation to accuracy. Professor Bowley shows that there was a definite set-back from April to July, 1914 (it would be interesting to know how far this was due to a secret knowledge of Germany's preparations for war), though even in the latter month trade was still on a level that would have been reckoned very high in 1912 of the years preceding. Taking this and other factors into account, he comes to the following conclusions. First, as regards imports, the enemy's efforts to check our supplies from countries not actually at war had less effect than a minor trade crisis, and about as much as a moderately serious strike of transport workers. [Let strikers note that they can do their country as much harm in this case as the German Navy!] Secondly, as regards exports, trade has gone back to a definitely lower scale, though the aggregate is still well above that of 1912, when the fiscal controversy first came within the pale of practical politics. Part of this falling-off is due to the special conditions of the cotton trade and is likely to be recovered to some extent. In conclusion Professor Bowley says:—

We see that the excess of the value of imports over that of exports will tend to reach £350,000,000 or £400,000,000 a year. So far as can be judged this total is little, if at all, more than the amounts due as interest, profits, etc., from abroad, together with the high earnings of shipping, which at once cause part of the excess and help to meet it. It is not necessary to assume as yet that we are becoming a debtor instead of a creditor nation and that we are realising investments abroad to pay for our imports, but there cannot be any great margin at the present levels of trade. So far the great part of the reduction of exports may be attributed to the cessation of new external investment, and the remainder to the actual diminution of the total value of imports reckoned at the country of their origin. The apparent near equality of the values of imports in January, 1914, and January, 1915, is due to the inflation of freight, mainly payable to British owners. The first sign of difficulty will, of course, be shown by a movement against us of the foreign exchanges and a pressure to export gold, phenomena present with Germany since the beginning of the war.

Nothing that can be said by German financiers and economists will convince the outer world or, for that matter, even their own astute compatriots, that our production and consumption have yet been appreciably affected by dependence on foreign and colonial supplies and the alleged vulnerability at sea which Germany's naval experts discuss in such excited terms. Never has British sea-power proved such a valuable safeguard to our own overseas trade or such a source of economic distress to the enemy on whom it is inflicting losses which already equal in a few weeks the war indemnity exacted from the defeated nation after the Franco-Prussian War. We should like to see how Professor Bowley would work out Germany's losses on this score and venture to suggest the subject to him as the theme for another course of lectures.

BRITISH CHAMBER OF COMMERCE.

INAUGURAL MEETING AT SHANGHAI.

OPTIMISM AND A FORWARD PROGRAMME.

A very large and representative meeting of business men was held in the Chamber of Commerce rooms, Shanghai, last Tuesday afternoon for the purpose of considering the formation of a British Chamber of Commerce in Shanghai. Mr. H. R. Girardet was unanimously voted to the chair, and Mr. F. J. Norbury was appointed secretary of the meeting.

The CHAIRMAN in opening the proceedings said:—Gentlemen, it is proposed to form a British Chamber of Commerce. I will state to you briefly how this proposal came about. A small informal meeting of representatives of British piece goods importers was convened on Thursday last to consider certain proposals in connexion with the vexed question of trading with the enemy in China, so far as it concerned imports of British piece goods. The proposals were deemed unsatisfactory and it was unanimously agreed that efficient means of putting a stop to this trading with the enemy in China could only be attained through legislation on the part of the Home Government. Most of you know how strenuous have been the efforts of the Committees of the China Association, both out here and at home, to induce our Home authorities to realize the necessity for such legislation, if only for the sake of British prestige in China. We all expressed, and no doubt all of you will do also, our sincere gratitude to these committees for their earnest endeavours. It was pointed out, however, that the China Association, composed as it is only of individual members, living in, or interested in, China, could not weigh as heavily with those in authority as a body combining all British commercial interests in China. Where, the China Association had failed thus far, it was thought, a British Chamber of Commerce might succeed. Thereupon, gentlemen, it was resolved to endeavour to form a British Chamber of Commerce. In the course of the conversation that followed it became apparent that such an institution would fill a long-felt want. For years past British firms in China have been compelled to fight their own battles and it is to their credit that handsome results have been achieved in the face of strong competition from alien combines. Now is our opportunity, gentlemen, to form a combination of our own which will add to our strength; a combination which will work strenuously for the expansion of British trade and which will uphold British prestige in China. Such a Chamber will if it is recognized as embodying all British commercial interests in China, be able to correspond intimately with kindred chambers of commerce throughout the British Empire, and in foreign countries where they exist. It will form a link between the British traders in China and the Commercial Intelligence Department of the Board of Trade, a department which has lately shown great activity in our wide field of commerce, a fact which no doubt most of you have already learnt to appreciate. It will also link us all with the local Commercial Attaché whose office I am sure we all earnestly hope will be made permanent under the able management of Mr. Rose. I could go on *ad infinitum* enumerating the far-reaching effects which such an institution will have, but I will leave it to the future to demonstrate these. I therefore have much pleasure in proposing, "That this meeting of representatives of British firms is unanimously of opinion that the interests of British traders in this port demand the formation of a British Chamber of Commerce, and it is resolved that such a Chamber be and is hereby formed under the title of the British Chamber of Commerce of Shanghai." (Applause.)

Mr. J. J. Johnston seconded, saying: Mr. Chairman and Gentlemen:—It is with diffidence that I rise to support the resolution proposed by our Chairman, as I feel that there are many present at this meeting who are better qualified than I am to deal with the subject under discussion, by reason of their long residence in the East and familiarity with the subject. On the other hand I come to this meeting as the representative in Shanghai of Jardine, Matheson & Co. and bring the wholehearted support of what is, I believe, the oldest existing British firm in China, our connexion with the East dating back to the old East India Company and the days when Macao and Canton were the only places where foreigners could transact business with China. We have arrived, gentlemen, at a parting of the ways. The friendly business relations which we have hitherto had with our neighbours, have at last given way under the strain of the past months, and we are now fighting for Britain as a nation as well as for our own hand. We have been repeatedly urged by Home authorities to seize the present opportunity and endeavour to recapture trade which our enemies, by reason of the very moderate margins on which they were willing to work, and the assistance they received from their Government institutions, were able to take from us. It is possible that for some time after this war is brought to a finish our present enemies will have quite sufficient to occupy them in Europe, but the time will come, gentlemen, when we must look for a renewal of their active competition, and China will probably be the only field left to them in which their conduct of the present war will not militate to any great extent to their disadvantage. It appears to me, therefore, that we should endeavour by every means possible to consolidate and better our position. We have been referred to in terms of derision by our enemies as "shopkeepers" as opposed to "soldiers" but they must be rapidly learning that a shopkeeper can fight to some purpose. Let us, however, justify the title of shopkeeper and *keep this shop*; our reputation as a fighting nation will not suffer thereby, of that we may rest assured. To make the most of our opportunities it is necessary that we should pull together and the first step in this direction is the formation of a British Chamber of Commerce to enable

us to keep in close touch with other such institutions the world over. As a purely British institution, we know, gentlemen, that our views will receive consideration at home and for this reason, if for no other, I beg to associate myself with the movement and have much pleasure in seconding the Chairman's resolution.

Mr. E. S. Little, in supporting the resolution, observed that every new ship when it came to its native element created a wave. The launching of this enterprise had produced a slight splash; but he was sure the result of that would be good, and only good. There was a fear that perhaps Britons would not unite in this enterprise, but that meeting abundantly justified the belief that they were united and intended to combine as never before to carry the British flag of commerce through this country (hear, hear). He was extremely proud to be at that first meeting of Britons to establish the British Chamber of Commerce in Shanghai. It had been his earnest desire to see such a meeting as that many years ago. Two or three years ago he took the first steps in the endeavour to establish such a chamber, but he could induce nobody to take up the idea with enthusiasm, and so he left it alone. Now, as the seceder of the resolution had said, the moment was ripe, and they had a feeling of enthusiasm for the resolution, and he was sure the resolution would be not only carried unanimously, but would be carried into action and effect in the days that are to come. He earnestly hoped that the Chamber about to be formed would be for all Britons alike, and he hoped they would have in the Chamber those who represented not only the largest British firms in the Far East but those who represented the very smallest interests. He hoped every Briton would feel that he was cordially welcome as a member of the chamber whether his business was large or small, and he hoped the smaller men with less resources would feel that in this Chamber they had a powerful body of fellow-citizens behind them in all their efforts to increase British trade in China (hear, hear). He hoped also that they would have communion with the British Chambers of Commerce in China, and that the formation of similar Chambers in other parts of the country would be fostered; and that they would affiliate not only with the Chambers of Commerce in Manchester, London, etc., but also with those in Australia, Canada, and India. The people of those colonies were standing shoulder to shoulder with our men in the trenches and were putting up a splendid fight to carry on the flag to a magnificent victory, and as they were united in arms, so might they be united in commerce. He hoped, too, that they would find some way of approaching the Chinese Chambers of Commerce, and that they would be as friendly to the future of China as to the future of China. He thought there was a tremendous future for the trade of the country. No country in the world, in his opinion, would show the development of the vast resources of the country and the labour of its great and intensely shrewd and progressive population. These were factors which would create in China, he thought, a market such as the world had never seen before. The partitioning of the Chinese markets to enormous prosperity, of that he was perfectly sure, and the present time was one when they might well make a progressive move. The Germans had told them that they were lethargic; that when the war was over they had no doubt whatever they would be able to take back from the British what they had lost while they were helpless. The Germans had found to their cost that the British were not lethargic in the trenches, and he had no doubt they were going to make the same discovery in the field of commerce. In order to make the Chamber a success, Mr. Little continued, they must have a live committee. He earnestly hoped that the British Government might be induced to bring the Commercial Attaché from the sleepy hollow of Peking to the great commercial centre of China in Shanghai (hear, hear). If he had his offices here he would be directly in touch with merchants and would know their wishes, and they would, through him, keep in touch with the Government and the Board of Trade, merchants and officials co-operating in every way. His surety was the way in which it would be gained. The Chamber would require its own secretary—a paid man who would give his whole time to the work of the Chamber, and there should be enough work to keep him more than busy in looking after British interests. He hoped the entrance fees would be such that everyone would be able to join, without finding either the entrance fee or the annual subscription a burden. Lastly, he hoped they would establish a British trade magazine for circulation among the Chinese. This magazine should be to bring British firms before the Chinese in an acceptable way. This had never been done before. Trade journals had been established, without success; but the new one should be a British magazine, with only British advertisements, and only references to British goods and British firms, bringing these to the notice of the Chinese officials, Chambers of Commerce, and merchants. He was sure the Chamber would be a great success and that they would all look back with pride upon the day of its establishment.

On the proposal of Mr. A. W. Burkill, seconded by Mr. L. J. Curran, the following were appointed members of a provisional committee to draft the rules of the Chamber: Messrs. E. S. Little (Brunner Mond & Co.), L. W. Hutton (Harvie Cook & Co.), A. Woods (Richard Hayworth, Ltd.), H. H. Girardet (Reiss & Co.), and F. J. Norbury (Norbury Natzio & Co.).

This concluded the business of the meeting. The chairman announced that another meeting would be convened as soon as the rules had been drafted.

N.C. Daily News.

The following have signified their willingness to become Members of the Chamber:

Asiatic Petroleum Co. (North China) Ltd., Barlow & Co., Bradford Dyers Association Ltd., Bradley & Co., Brand Bros. & Co., British American Tobacco Co., Ltd., Brunner Mond & Co., Ltd., Burkill, A. R. & Sons, Butterfield & Swire.

Canadian Pacific Railway Co., Canton Insurance Office, Chartered Bank of India, Australia & China, Collins & Co., Cook, Thos. & Sons.

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Ilbert & Co., Ltd., Jardine Matheson & Co., Ltd., Lane Crawford & Co., Ltd., Lavers & Clark, Lever Bros. (China) Ltd., Liddell Bros. & Co., Little, William & Co., Lowe Bingham & Matthews.

Mackenzie & Co., Ltd., Maitland & Co., Ltd., New Engineering & Shipbuilding Works Ltd., Norbury, Natzio & Co., Ltd., North China Insurance Co., Ltd., Peninsular & Oriental Steam Navigation Co., Prices (China) Ltd., Probst Hanbury & Co., Ltd.

Reiss & Co., Representation of British Manufacturers Ltd., Ross, Alex. & Co., Sassoon, David & Co., Ltd., Sassoon, E. D. & Co., Scott Harding & Co., Shanghai Dock Engineering Co., Ltd., Shewan Tomes & Co., Slove & Co., South British Insurance Co., Ltd., Union Insurance Society of Canton Co., Ltd., Watson, A. S. & Co., Ltd., Weeks & Co., Ltd., Yangtze Insurance Association Ltd.

THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—The undermentioned is granted leave of absence as follows:—

Pte. N. P. Thomson from 20th May, 1915, to 20th August, 1915.

PARADES.

Parades for today (Thursday):

5.30 p.m. No. 2 Section Artillery Battery, 10 pr. drill at Headquarters.

Sergeant McCubbin will attend.

5.30 p.m. Right Section M.G. Co., Drill at Headquarters.

5.30 p.m. Centre Section M.G. Co., Civil Service Co. and Right Half Scouts Co. (men not present when these units were inspected only).

Squad drill and Rifle exercises at Headquarters. Sergeant Bullock will attend.

5.30 p.m. Left Half Scouts Co., Company Drill and Skirmishing at Happy Valley. Fall in on road between Law Courts and City Hall at 5.15 p.m. and proceed by special tram.

Remainder: Nil.

DETAILS.

3.—On duty at Headquarters.

From 7 a.m. to-day to 7 a.m. 28th inst., Centre Section M.G. Co.

From 7 a.m. 28th to 7 a.m. 29th inst., 2 Section Artillery Battery.

AT OUR CLUB HILL, KOWLOON.

On duty until the morning of 29th inst., No. 1 Section Artillery Battery and Left Section M.G. Co.

Office on duty: Lieut. Rees.

AT KOWLOON (DETENTION CAMP).

On duty until the morning of 29th inst., H.K.V.R.

Orderly Officer: Lieut. C. Smith.

Orderly Sergeant: Corporal Grose.

NEXT FOR DUTY.

At Headquarters and Gun Club Hill: H.K.V.R.

At KOWLOON (DETENTION CAMP).

May 29th, Civil Service Co.

May 30th, Nos. 1 and 2 Sections Scouts Company.

May 31st, Nos. 2 and 3 Sections Scouts Company.

June 1st, Nos. 3 and 4 Sections Scouts Company.

June 2nd, Centre Section M.G. Co.

June 3rd, No. 2 Section Artillery Battery.

June 4th, No. 1 Section Artillery Battery and Left Section M.G. Co.

OFFICERS ON DUTY.

May 29th, Lieut. Lindsell.

May 30th, Lieut. Weall.

May 31st, Lieut. Preston.

June 1st, 2nd Lieut. Murphy.

June 2nd, Lieut. Wright.

June 3rd, Lieut. Danby.

June 4th, Capt. Wolfe.

G. E. Szwart, Capt., Adjutant, H.K.V.C.

POLICE RESERVE ORDERS.

PARADES.

(Central Police Station.)

Thursday, May 27th.—Chinese Company, without Arms, 5.30 p.m.

Friday, May 28th.—Chinese, Portuguese, 5.30 p.m.

Indian Companies, without Arms, 5.30 p.m.

A further issue of Truncheons will take place on this parade.

MUSKETRY.

Inter-Platoon Team Shoot.—(Aggregate of three best results in each Platoon in courses for Classes A, B, and C.)

1st.—No. 1 Platoon, British Company: I. Grant Smith, 91.4; H. A. Lammert, 90; H. J. Slear, 90-271.4.

2nd.—No. 1 Platoon, Chinese Company: James Wong, 94; Owen Chan, 88; Wong Kwong Tin, 88-270.

3rd.—Indian Platoon: Sirdar Khan, 91.4; Saleh, 88; D. Rumiann, 84-263.4.

4th.—No. 2 and 3 Platoons, Portuguese Company (Tie), 261.7.

5th.—No. 2 Platoon, British Company, 260.2.

6th.—No. 3 Platoon, Chinese Company, 260.

7th.—No. 4 Platoon, Portuguese Company, 254.3.

8th.—No. 1 Platoon, Portuguese Company, 246.9.

9th.—No. 2 Platoon, Chinese Company, 228.

Recruits' Platoon, Chinese Company, 228.

F. C. JENKIN, A. S. P. (Reserve).

Commenting on the suggested prohibition of the sale of alcohol during the war period, the Bishop of Durham says: "Although a total abstinence of forty years' standing, since my pledge, I am little disposed to be the judge of other men's consciences, and entirely recognize the claim of each Christian man to decide freely in this matter for himself."

INTIMATIONS

LANE, CRAWFORD & Co.

SUMMER FURNISHINGS

JUST TO HAND.

CASEMENT CLOTHS

WITH COLOURED BORDERS. INEXPENSIVE, DAINTY AND EFFECTIVE.

BOLTON SHEETINGS

AND

PLAIN CASEMENT CLOTHS

IN A VARIETY OF SHADES.

SUN FAST AND TUB FAST

WIDE RANGE OF BORDERS TO MATCH.

CRETONNES, LINENS AND TAFETAS.

PLAIN, FIGURED AND SPOT CURTAIN MUSLINS.

RING UP 1741 FOR RANGE OF PATTERNS.

LANE, CRAWFORD & Co.

WESTMINSTER SMOKING

MIXTURE.



\$1.00

per lb. tin.

\$1.00

per lb. tin.

It is a delightfully cool and finely flavoured Tobacco and it has the great advantage of keeping dry during this hot and damp weather. There are many smokers in Hongkong and the ports of South China who give up pipe smoking as soon as the damp and foggy weather sets in, as their pipes become foul. If they will try a tin of this carefully blended Mixture they will find they can enjoy their pipes with as perfect comfort as they do in the cool and dry season.

SOLD BY—

HONGKONG CIGAR STORE, A. S. WATSON & Co., Ltd., KELLY & WALSH, LTD., LANE, CRAWFORD & Co., VICTORIA DISPENSARY.

Hongkong, 15th May, 1915.

1497

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED, INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

24 PAGES!!

24 PAGES!!!

NEW ADVERTISEMENTS

NISBET-GREEN TENNIS MATCH.

OWING to the weather this match has again been POSTPONED, and will be played on the first possible date on which the ground is playable. Seatholders and others are requested to look out for Notices and Expresses which will be issued on the day.

P. M. HODGSON,
Secretary.
Hongkong, 26th May, 1915.

NOTICE.
TO FLOUR DEALERS
AND OTHERS.

MESSRS. H. SKOTT & COMPANY, HAVING LEADANT THAT EMPTY FLOUR BAGS BEARING THEIR "BRITANNIA," "MAGNOLIA," "CHINESE FLAG," AND "DANISH FLAG" BRANDS HAVE BEEN MANUFACTURED WITHOUT THEIR AUTHORITY AND IMPORTED INTO HONGKONG, HEREBY GIVE NOTICE THAT LEGAL PROCEEDINGS WILL BE TAKEN AGAINST ANY PERSONS FOUND IN POSSESSION OF, OR IN ANY WAY DEALING WITH OR HANDLING, SUCH BAGS, AND STEPS WILL BE TAKEN TO RECOVER THE SEVEREST PENALTIES OF THE LAW.

Hongkong, 26th May, 1915. [605]

PUBLIC COMPANIES

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE SEVENTEENTH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., TO-DAY (THURSDAY), the 27th May, at 12.30 P.M., for the purpose of receiving the Report of the Directors together with a statement of Accounts to 30th April, 1915.

THE REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 22nd, to THURSDAY, 27th instant, inclusive. By Order of the Board of Directors.

W. S. BROWN,
Secretary. [596]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE COLONIAL (HONGKONG) REGISTER of the Company will be CLOSED from SATURDAY, 1st May, 1915, until SATURDAY, 28th May, 1915, both days inclusive.

SHAWAN, TOMES & Co.,
Agents. [642]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT THE THIRTIETH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on THURSDAY, the 3rd day of June, 1915, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1914.

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 31st May, to FRIDAY, the 4th June, 1915, both days inclusive, during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers. [604]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA. SIXTEEN MILLION DOLLARS (\$16,000,000).

SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the Interest Instalment for the month of May amounting to Dollars One Hundred and Twenty Thousand (\$120,000) has been duly received by the Under-signed and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans.
Inspectorate General of Customs,
Peking, 16th May, 1915. [601]

G. B.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [592]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME COMFORT.

MODERATE TERMS. [345]

HOUSES TO LET

TO LET.

HOUSES in "TORRES BUILDINGS," "ROSE TERRACE" and "DURBAR," Kowloon.

Apply to—
SPANISH DOMINICAN PROSECUTION,
Hongkong, 12th May, 1915. [501]

TO LET.

A HOUSE at Observatory Villa, Kowloon.

Apply to—
ARRATON V. APCAR & Co.
Hongkong, 16th March, 1915. [383]

TO LET—AT THE PEAK.

No. 2, STEWART TERRACE,
Furnished and newly done up.

Apply to—
H. E. POLLOCK,
Princo's Building,
Hongkong, 20th January, 1915. [63]

TO LET.

A HOUSE in Knutsford Terrace Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st March, 1915. [45]

TO LET.

66 WINDSOR LODGE, Kimberley Road, Kowloon, 6-Roomed House with Tennis Court.

Apply to—
"PENYBREW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Court.

Apply to—
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
FLATS in Nathan Road, Kowloon.

Apply to—
A FLAT in Humphrey's Buildings, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 16th May, 1915. [593]

TO LET.

HOUSES in CLIFTON GARDENS, OFFICES, facing the Harbour between the Hongkong Club and Post Office.

Apply to—
58, THE PEAK "THE RETREAT,"
21, WONG-NEI-CHONG ROAD,
GODOWNS, New Praya, Kennedy Town.

Apply to—
GODOWNS, at Wanchai Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

THE GROUND FLOOR of No. 8, DES VUEX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 10th February, 1915. [272]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
GODOWN, No. 9, Lee House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st March, 1915. [35]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS. Including a Fine Commodious Suite.

Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.,
Hongkong, 23rd October, 1914. [38]

FOR SALE.

All kinds of FOREIGN POSTAGE STAMPS, ALBUMS, and other.

Apply to—
PHILATELIC GOODS,
at Prices to suit any Buyer.

Apply to—
GRACA & CO.,
Caine Road, No. 11A,
Hongkong, 1st April, 1915. [445]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

Apply to—
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 55SG. at \$5, \$7, and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

Apply to—
WM. SCHMIDT & Co.,
Hongkong, 4th February, 1915. [509]

INTIMATION



stands for Excellent, and anyone who drinks our E PORT. E SHERRY. E WHISKY or E BRANDY can be in no doubt that the letter E signifies excellence of a high order and good value for money. By buying in bulk from the very best firms, and bottling ourselves, we are able to give our customers better value for money than we could by importing the same thing by the case. There is an old saying "Wines mature in bottle, Spirits in cask." That is the *raison d'être* of our magnificent wine vaults, which challenge comparison with anything of the kind not only in Hongkong but the Far East. There our wines are bottled off soon after they arrive, but our spirits, except for a small stock to meet daily requirements, are kept in wood. That is why our spirits improve in quality, and spirits imported in case do not. Our customers get the benefit of that increment in value, as we charge nothing for it. We cordially invite our customers to pay a visit of inspection to our wine vaults, and satisfy themselves he above is no idle newspaper puff.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

DEATH.

PARKHILL.—On May 19, 1915, at Shanghai, HAROLD DENBAR SAUNDERS PARKHILL, aged 38 years.

HONGKONG OFFICE: 10A, DES VUEX ROAD O. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 27th, 1915.

JAPANESE AS SETTLERS IN CHINA.

THE practical effect of the new treaty with China is apparently being looked forward to in Japan with considerable optimism, though it is at present rather difficult to see sufficient justification for this. The new arrangements give Japan a free hand in South Manchuria. Henceforth they can buy or lease land in that province without let or restriction; they can travel freely from one end to the other, and can engage in industry or agriculture at their pleasure. These are important concessions, not to be under-valued; but at the same time the conditions under which the Japanese will have to carry on their exploitation of South Manchuria are no less important. These will be actually the exact reverse of those obtaining in Hawaii and California, where Japanese settlers have been so successful, and it would not be going too far to say that the Japanese settlers in South Manchuria will find themselves in the position of having the same complaints to make against the Chinese in that province as the Americans in Hawaii and California have against the Japanese. In California success has been obtained by dint of the lower standard of living of the Japanese; that is, they are willing to work at lower wages as employees and to earn less profit as proprietors. The conflict between two standards of civilisation is the whole source of the trouble in California, accentuated though it may be by racial feeling. When we turn to South Manchuria and see the position the Japanese occupy there, a complete reversal is found; for although the Japanese and Chinese standards of civilisation are much closer than those of the Japanese and Californians, there is still difference sufficient

to make Japanese competition with the Chinese very difficult. Recent statistics show that there are now some 90,000 Japanese in South Manchuria, or almost twice as many as there were five years ago. It has to be remembered, however, that a large number of these are officials of the South Manchuria Railway and their families, who, with the officials of the Government-General, amount to a substantial number. So far, therefore, South Manchuria has not proved a great attraction to Japan's surplus population, and while the new position they occupy may serve to bring over a larger number of Japanese settlers, the surroundings being unchanged greater success is hardly to be expected. In fact the exaction by Japan of new conditions for Japanese settlers in South Manchuria is, to some extent, an admission that so far the Japanese settlement there has not been a success. As labourers, the Japanese, it is stated, have no chance. Yearly there is an influx of Chinese labourers from Shantung who are content with wages on which a Japanese would starve. As traders, again, the Japanese cannot compete. Their higher standard of living does not enable them to retail their goods at the prices of the Chinese retailers, with the result that their custom is confined to the Japanese, many of whom, even, prefer to deal with the cheaper Chinese shops. There remain industry and agriculture, for the exploitation of which the present treaty would seem to have been framed, since it provides for Japanese land-ownership and perfect freedom for industrial undertakings. The cultivation of rice is said to be promising, but here again the cheaper Chinese labour makes competition difficult. Moreover, if rice growing in Japan is such a precarious occupation that the farmers have to be protected against a decline in price, as was recently the case, the prospects in Manchuria hardly seem alluring, more especially when it is remembered that the province does not show any remarkable fertility. Thus all the conditions which have brought success to the Japanese agriculturists in Hawaii and California are lacking, and the Japanese farmer may well ponder whether it is not better to stay under the protection of a paternal government, which will help him over hard times, than go to a strange country where he will be surrounded by keen competitors. In industry there is perhaps more scope—indeed, it might be said that if the Japanese were a little more trained, their prospects would be excellent. But it has to be remembered that in modern industries, which are these required, Japan has had as yet but little training, and all experience goes to show that the industrialisation of a nation is a matter of time. Moreover, there is an immense amount of work to be done yet in the industrialisation of Japan, who cannot yet afford to send her best workers abroad. To sum up, Japan encounters in South Manchuria, as she encounters in Korea and Formosa, that great obstacle to any permanent settlement, a large native population whose standard of civilisation is just a little lower than her own. If it were greatly lower, if Japan encountered such native races as the British found in North America and Australasia and the Spanish in South America, then Japan could make a firm impression. But none of the countries to which Japan has access offers such advantages. Instead are to be found large native populations, who, however inactive and inferior to the Japanese in energy and ability, yet offer a dead-weight exceedingly difficult to move. Permanent settlements in such countries can only be effected by patient concentration for some length of time, perhaps only by admixture with the native population. Unfortunately the Japanese disposition is not exactly suited to mixture with alien peoples on equal terms. Many Japanese observers have commented in severe terms on the Japanese attitude towards the Chinese as savaging of the manner of a conquering to a subject people, and the complaint, coming as it does from Japanese themselves, may be taken as founded on facts. This is fatal to any free intercourse between the two peoples, and, as free intercourse with the Chinese in South Manchuria is necessary for Japan's success, another obstacle lies in the way. The same arguments apply to the privileges Japan obtains by the treaty in Inner Mongolia, where joint Sino-Japanese enterprises seem contemplated. It is possible that such enterprises may be started, but as to their success any optimism, in present conditions, must be considered as out of place. International undertakings are always delicate organisations, and with the present attitude of the Japanese towards the Chinese the difficulties will be increased tenfold.

A mail for Europe via Siberia closes to-day at 3 p.m.

For the third time the Tennis Match, Green v Nisbet, arranged in aid of the Prince of Wales Fund, had to be postponed yesterday on account of the rain.

The wedding was solemnised at St. John's Cathedral, Hongkong, of Mary Eleanor, daughter of Mr. and Mrs. Lindblom, Hongkong, to Auton Kaimin Grondahl, of the Chinese Customs.

Miss Russell, of 13a, Macdonnell Road, has complained to the Police that some person stole from her chicken-house 14 chickens, and also some clothing and a saucepan from the servants' quarters.

A meeting of the Hongkong Local Centre of the Institution of Electrical Engineers will be held at the University at 5 p.m. to-day, when the Chairman's address will be delivered by Mr. W. L. Carter.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospital begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Bradley & Co., Ltd. (special)\$70

The Territorials' Entertainment Fund continues to grow steadily and a further list of subscriptions and donations will be published later. In the meantime the committee have to acknowledge with peculiar pleasure \$31.85 from the Captain and officers of the American ship *M.S. Dollar*, and \$6.48 from the Chief Engineer of the same vessel.

The death is recorded at Shanghai of Mr. H. D. S. Parkhill, at the early age of 38. The late Mr. Parkhill was formerly the chief engineer of the Shanghai Fire Brigade, in which position he gave every satisfaction, and was a great favourite with those who worked under him. After leaving the Municipal Council he joined the Standard Oil Company and was in charge of their installation works at Wuhu. About two months ago he was taken ill and went to Hospital and although everything possible was done he succumbed.

During the hearing of the extradition case at the Magistracy yesterday, Mr. Bruton objected to the postponement of re-examinations of witnesses by Mr. Sharp, saying that if this was allowed to go on the men would be able to "put each other right" when they knew what the cross-examination had been. There was another objection concerned in the case besides the Crown Solicitor's. His worship intimated that he did not want to hear anything about that. Mr. Sharp said he was receiving no instructions from anyone except Mr. Hodgson and would not do so without intimating the same to Mr. Bruton.

"SPLENDID!"

HONGKONG'S CONTRIBUTION TO IMPERIAL AIRSHIP FLOTILLA.

Mr. J. J. Bryan, of the Public Works Department, who is the Corresponding Secretary for Hongkong of the Overseas Club, telegraphed on Empire Day to the Club as follows:—

"One aeroplane subscribed; expect another."

He received yesterday the following telegram from Mr. E. Wrench, the Secretary of the Club:—

"Splendid. Your contribution makes the number of the Imperial Flotilla three—Lord Kitchener writes cordially congratulating Overseas Club—He hopes that every section of the Empire will present an Aeroplane. The Central Committee trusts that Hongkong's example will inspire many more—Our first Aeroplane is already at the front."

The subscription list we publish to-day shows that the cost of a second Aeroplane (\$2,250) has been fully covered, and the statement shows a balance in hand of \$128.23.

P. & O. MAIL STEAMERS.

RESUME CALLING AT MARSEILLES.

The Hon. Mr. E. A. Hewett, C.M.G., Superintendent of the P. and O. Company, informs us that he has received telegraphic advice from the Managing Directors in London that the Company's weekly mail steamers for India, China and Australia will now resume calling, both outwards and homewards, at Marseilles, where His Majesty's mails will be received and dispatched.

Commencing with the s.s. *Khyber* on the 13th prox., the outward mails will leave Marseilles about noon on Sundays.

The s.s. *Maotan* with the Hongkong mails of the 20th instant is due to arrive at Marseilles on the 20th June, and her mails will be forwarded to London overland.

PATRIOTISM IN CHINA.

PRESIDENT'S ADVICE TO OFFICIALS AND PEOPLE.

The circular telegram despatched by President Yuan Shih Kai to the Chang Chun and Governors of the Provinces is translated by the *Peking Gazette* as follows:

The Government has of late received a large number of telegrams from the people, which are strongly worded and without exception express the sincere satisfaction with the officials both in the provinces and the Central Government in view of the recent diplomatic embarrassment. This, indeed, shows the patriotic zeal on the part of the people and their utterances are of a different type from the irresponsible denunciations of the Government. Such messages have been sent around to the various Ministries and brought to the notice of the officials of the Central Government in order to serve as a warning. But it should be remembered that the officials of the Government are also individual citizens and it is their duty to adjust the governmental policy by studying public opinion on the one hand and measure the real strength of the country on the other. They are not so base as to ignore the will of the people and neglect the well-being of the country.

Now the chief officials of the provinces should at the present moment, when the country is seething with anxiety and resentment regarding foreign encroachment, devise proper measures to foster the patriotic feeling of the people, while at the same time they should administer the provinces in such a manner as to enrich and strengthen the country. The attention of the provincial officials should be drawn to the following three points:—

The expression of patriotism is an alienable duty of the people, while anti-foreign demonstrations are foolish and sinister. Within recent years the spirit of nationalism as well as that of universal brotherhood has developed side by side. Therefore it is the duty of every citizen to love his country on the one hand and to be on friendly terms with foreigners on the other. Only in this way can this country gradually recover its strength and check further foreign encroachment. Hence, we hereby advise the provincial officials to stimulate the patriotic feeling of the people, but to prevent them from entertaining anti-foreign feeling.

It is natural for a nation to use its best efforts to promote the sale of home products when its patriotic feeling is aroused, but this country has been weak and impotent for generations and we have tried every means to avoid the complaint of foreign Powers. Under the present circumstances, the people may be allowed to promote the sale of native goods to the fullest extent, but local officials should take strong repressive measures against any action which tends to boycott foreign goods on the part of the people.

Any statement or printed matter issued by the people, expressing correct views on the patriotism and the promotion of native goods may be allowed to circulate freely. But precautionary measures should also be taken by the provincial officials against the bad characters, who under such disguises might work for their own selfish interests or create trouble in order to disturb the peace and tranquillity of the country. In short, the local officials must try by every means to direct the action of the people into the proper channel.

These three points concern the vital interest of the country and we hereby instruct the local officials to deal with the same without vacillation and negligence. But the local officials are hereby reminded that if they take unnecessarily strict measures against the people, it will crush their feeling of patriotism, and if, on the other hand, the officials deal with the excessive actions of the people with too much leniency, the consequences will be deplorable.

The magistrates and other local officials are hereby ordered to exercise due care and vigilance over such cases and they must also submit from time to time reports to the Central Government through the Taoyin and Governor on the measures they have adopted in dealing with such cases.

SHANGHAI ARSON CASE.

DR. SILBURN ACQUITTED.

The Judge of the Supreme Court at Shanghai and a jury spent four days in hearing a charge of arson brought against J. Huntley Silburn, a dentist, whose premises were burnt down some time ago. The contents were insured for \$4,000. His lordship, addressing the jury, said: "I don't think I have had a serious charge of any kind before me supported by weak evidence. On the other hand, as to the story told by the accused, he was perfectly willing to tell the whole story as he knew it, without estimating anything that told against himself. I must admit it impressed me as being the story of a man who was telling the truth."

Without retiring the jury at once recorded a verdict of "Not Guilty."

The prisoner was then discharged, and was called from the dock by his lordship, who said: "Mr. Silburn, no doubt this has been a trial which has put you to great pain and expense and so on, and I feel—and I hope I feel justly—that the result has justified you, or at all events made you feel that what you have suffered is not in vain; and I think—although it is not a practice of mine to do so—that I ought to express my entire concurrence in the verdict of the jury. I trust that the fact that you have had to undergo this trial will in future militate in no way against your success."

His lordship then thanked the jury for their service, and relieved them from further service for ten years.

THE WAR.

NEW BRITISH CABINET.

A POWERFUL COMBINATION.

TREMENDOUS GAS ATTACK ON BRITISH.

PORTIONS OF LINE NEAR YPRES LOST.

FIGHTING ON ITALIAN FRONTIER.

MANY ENEMY ALPINE TROOPS CAPTURED.

[THROUGH REUTER'S AGENCY.]

BRITISH CABINET CHANGES.

A MINISTRY OF MUNITIONS.

LONDON, May 26th.

The Official Press Bureau notifies that the Premier has decided to create a Ministry of Munitions, and that Mr. Lloyd George, during the temporary direction of this Department, will vacate the Exchequer. It is understood that Mr. Henderson (Labour) will assist the Government on Labour questions especially arising from the war.

NEW BRITISH MINISTRY FORMED.

LONDON, May 26th.

The Press Bureau announces that the King has approved the Ministry, which has been formed as follows:

Premier and First Lord of the Treasury Mr. Asquith

Without a portfolio: Lord Lansdowne

Lord High Chancellor Sir S. Buckmaster

Lord President of Council Lord Crewe

Lord Privy Seal Lord Curzon

Chancellor of the Exchequer Mr. McKenna

Secretaries of State:

Home Affairs Sir J.A. Simon, K.C.

Foreign Affairs Sir E. Grey

Colonies Mr. Bonar Law

India Mr. A. Chamberlain

War Lord Kitchener

Minister of Munitions Mr. Lloyd George

First Lord of the Admiralty Mr. A. J. Balfour

President of Board of Trade Mr. Runciman

President of Local Govt. Board Mr. W. Long

Chancellor of Duchy of Lancaster Mr. Churchill

Secretary for Ireland Mr. A. Birrell

Secretary for Scotland Mr. McKinnon Wood

First Commissioner of Works Mr. Harcourt

President of Board of Agriculture Lord Selbourne

President of Board of Education Mr. Henderson

Attorney-General Sir Edward Carson

Mr. John Redmond was offered a place but was unable to accept it.

LATER.

A meeting of the Nationalist Party in Dublin approved Mr. Redmond's refusal to accept office as it was considered that the old Irish policy of independence should be continued till an Irish Government actually controls every inch of Irish soil. The meeting passed a resolution accepting Mr. Asquith's declaration that the reconstruction of the Ministry is solely for the purpose of the war, and assuring him of the hearty co-operation of the Nationalists.

The Right Hon. ARTHUR JAMES BALFOUR was President of the Local Government Board, 1885-6; Chief Secretary for Ireland, 1887-91; Leader of the House of Commons and First Lord of the Treasury, 1891-2; Leader of the Opposition, 1892-3; Prime Minister, 1902-05; First Lord of the Treasury and Leader of the House of Commons, 1895-1903.

Sir STANLEY BUCKMASTER, K.C., was appointed Solicitor-General in 1914, and took charge of the Press Bureau when the Right Hon. F. B. Smith, K.C., went to the front.

The Right Hon. Sir EDWARD H. CARSON, K.C., was Solicitor-General for Ireland in 1892; and Solicitor-General, 1900-06. He has represented Dublin University in the House of Commons since 1892, and since the introduction of the last Home Rule Bill has organised the opposition of the Ulster Unionists to that measure.

The Right Hon. JOSEPH AUSTEN CHAMBERLAIN, the eldest son of the late Right Hon. Joseph Chamberlain, was Civil Lord of the Admiralty from 1895-1900; Financial Secretary to the Treasury, 1900-02; Postmaster-General 1902-03; and Chancellor of the Exchequer, 1903-06.

The Right Hon. WINSTON L. S. CHURCHILL was Under-Secretary of State for the Colonies, 1903-8; President of the Board of Trade, 1908-10; and Home Secretary, 1910-11, since which time he has been First Lord of the Admiralty.

The Right Hon. EARL CURZON was Under-Secretary of State for India, 1891-2; Under-Secretary of State for Foreign Affairs, 1895-8; Viceroy and Governor-General of India, 1899-1905.

The Right Hon. DAVID LLOYD GEORGE was President of the Board of Trade, 1905-8, since which time he has been Chancellor of the Exchequer.

Mr. ARTHUR HENDERSON is the Leader of the Labour Party.

The Right Hon. ANDREW BONAR LAW, P.C., has been leader of the Opposition in the House of Commons since 1911. He was born in New Brunswick in 1853. From 1902 to 1906 he was Parliamentary Secretary to the Board of Trade, and at one time was Chairman of the Glasgow Iron Trade Association.

The Right Hon. REGINALD MCKENNA was Financial Secretary of the Treasury in 1905; President of the Board of Education, 1907-8; First Lord of the Admiralty, 1908-11; Home Secretary, 1911-15.

The Right Hon. EARL OF SELBOURNE was Under-Secretary for the Colonies, 1895-1900; First Lord of the Admiralty, 1900-05; Governor of the Transvaal and High Commissioner for South Africa, 1905-10.

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

PROGRESS IN GALLIPOLI.

COLONIALS SLAY 3,000 TURKS.

LONDON, May 25th.

The Official Press Bureau states that on the 21st May the First French Division effected considerable progress, and are now close to the Turkish trenches. The enemy on the 22nd May made a determined attack on the Left (the Indian Brigade), and obtained a temporary footing. A strong counter-attack immediately drove the Turks back with a loss of over 500. A number of prisoners were taken.

The Turks on the 23rd inst. requested, and were granted, an armistice opposite the Australasians, in order to bury their dead, who numbered over 3,000.

The French, in conjunction with the British Naval Division, made a considerable advance on the night of the 11th May. They sustained slight loss. The Territorial Division also pushed forward and a new line was consolidated.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

DESPERATE BATTLE RENEWED IN GALICIA.

PETERSBURG, May 26th.

It is officially announced that the desperate battle in Galicia was renewed on the 24th inst. on both banks of the San and on the front Jaroslav-Przemysl.

Repeated enemy attacks on the front Gussakova-Krukanitz were scattered by our artillery.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

UNSUCCESSFUL ENEMY ATTACKS.

PARIS, May 25th.
5.30 p.m.

To-day's communiqué says:—
We stopped short a German attack on the Langemarck-Ypres road.

We repulsed two German attacks northward of Ablain, and four to the north of Neuville, the latter by our artillery. The enemy's losses were heavy.

GERMAN USE OF ASPHYXIATING GAS.

"THIS FORM OF ATTACK CAN BE DEFEATED."

LONDON, May 25th.

Field-Marshal Sir John French reports:—

Some portions of our line east of Ypres were lost when the enemy attacked by gas and they have not yet been recovered. The amount of gas used was greater than ever before. It was emitted from cylinders for 4 hours over a front of five miles.

Simultaneously our line was bombarded by asphyxiating shells. The gas cloud at some places was forty feet high.

Portions of the line remained intact throughout, and our men demonstrated that with due precautions this form of attack can be defeated.

FURTHER FRENCH SUCCESS AT ARRAS.

PARIS, May 26th.
1.00 a.m.

The evening communiqué says:—

North of Arras our attacks yesterday realised important progress. We captured the salient of a large enemy work, stormed another work to the north-west of Angres, and carried a trench a kilometre long further south, to the east of the Aix Noyette and Souchez road.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN GENERALISSIMO LEAVES FOR THE FRONT.

ROME, May 25th.

Count Cadorna, the Italian Generalissimo, started at midnight for the front. The Duke of Aosta and other Savoy Princes are preparing to join the army.

ITALIANS ADVANCE INTO ENEMY TERRITORY.

OCCUPATION OF SEVERAL TOWNS.

ROME, May 25th.
4.30 p.m.

A communiqué says:—
Along the frontier at Carnea Austrian artillery bombarded our positions unsuccessfully. Our artillery then cannonaded the enemy's gun positions.

We advanced everywhere along the frontier in the region of Friuli into the enemy's territory, encountering feeble resistance. We occupied Caporetta, Cormons, Versa, Ceroignano, Terzo, and the heights between Indrio and Isonzo. The enemy retreated, destroying bridges and burning houses.

ANOTHER ITALIAN SUCCESS.

LONDON, May 25th.
6.00 a.m.

The Times Correspondent at Campo Zolengo reports an action which occurred on the 24th inst. at Colledara, twenty miles east of Triano (Lombardy).

The Italians repulsed the Austrians who had apparently entered Italy, and several hundred Austrian Alpine troops were captured.

IMPORTANT ITALIAN ADVANCE.

ROME, May 26th.
1.00 p.m.

A communiqué says:—
Along the Trentino frontier the Italians advanced from two to four miles, occupying passes and heights and taking some prisoners.

We occupied all the frontier passes in Cadore. Austrian medium calibre artillery cannonaded us abortively. We stormed at the point of the bayonet Valinfern Pass.

Italian columns on the Trieste front continued to advance successfully, and consolidated positions on the heights. The Austrian artillery made another useless bombardment. Our offensive, in order to reach the lower Isonzo, continues. Everywhere, the enemy is retiring and is destroying bridges.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

AMERICAN STEAMER TORPEDOED.

LONDON, May 26th.

The American steamer *Nebraskan*, 4,000 tons, bound from Liverpool to the United States, was torpedoed off Brow Head this morning, and sent out wireless messages for help. The crew have taken to the boats, and are standing by. The weather is calm.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITISH OFFICERS IN GERMANY. PLACED ON SOLDIERS' RATIONS.

LONDON, May 26th.

The Foreign Office has been informed that the 39 British officers who are imprisoned in Germany in retaliation for the special treatment meted out to the captured crews of German submarines are placed on soldiers' rations.

BRITISH ARMY AND ITALIAN INTERVENTION.

LONDON, May 25th.

Reuters' correspondent at the British Headquarters says that the British have now lost no ground, despite the gas attack in the region of Ypres.

The news that Italy has joined the Allies was received with intense enthusiasm throughout the Army.

ITALY'S ENTRY WILL SHORTEN WAR.

ATTEMPTS AT A SEPARATE PEACE WITH RUSSIA.

PETERSBURG, May 25th.

The Russian Foreign Minister, M. Sazonoff, interviewed by a representative of Reuters' Agency, said that the entry of Italy would very much shorten the war.

He significantly pointed out that there had been attempts at a separate peace with Russia not only by Austria, but the attempts failed. Such peace was absolutely impossible.

GERMANY AND THE AMERICAN NOTE.

WILLING TO MAKE GREAT CONCESSIONS.

AMSTERDAM, May 25th.

The action of Italy in joining the Allies has caused a marked change in the attitude of Germany towards the American Note. Germany has now asked for a delay before replying, and it is understood that she is willing to make great concessions in order to conciliate the United States and avoid trouble.

FOOTBALL AT THE FRONT.

INDIANS' APTITUDE FOR THE GAME.

LONDON, May 25th.

Reuters' correspondent at headquarters states that a football match was played on the 22nd inst. between the 3rd Skinners Horse and the 18th Bengal Lancers amid the thunder of guns a few miles off. The game excited a great deal of interest, officers and men playing. The whole of the Indian forces were among the spectators, applauding keenly. The Indian troops displayed a remarkable aptitude for the game.

CHINO-JAPANESE TREATY SIGNED.

PETERSBURG, May 25th.

A Treaty between China and Japan has been signed.

"I QUITE FORGOT!"

SIGNALMAN'S DRAMATIC ADMISSION.

LONDON, May 25th.

At the enquiry at Carlisle into the terrible railway collisions, a signalman, referring to the local train which he had switched on to a track on which the troop train was running and left it there, tragically admitted "I quite forgot."

LORD HALDANE DECORATED.

LONDON, May 26th.

His Majesty the King has conferred on Lord Haldane the Order of Merit.

The death is announced, at the age of fifty-four, of the Marquis Giulio della Chiesa, younger brother of the Pope.

HONGKONG CURRENCY QUESTION.

OPINIONS OF LEADING RESIDENTS.

The letter from an "Old Resident," now living at Home, which we published yesterday, on the need for fixity of exchange in Hongkong, deals with a subject which has from time to time been much discussed in the Colony. Twelve years ago a resolution was passed by the Chamber of Commerce—by 40 votes to 25—asking that the Straits Currency Commission should extend its inquiries to Hongkong with a view to ascertaining whether reform of the Colony's currency arrangements was advisable, but, after correspondence with the Governor, it appeared to the Secretary of State for the Colonies at that time to be "out of the question to entertain the idea of adopting a gold standard of currency for the Colony while China remains a silver standard country," and therefore he did not consider it would be expedient to appoint a Commission to enquire into the subject. Since then the question has not again been seriously mooted, but when "Old Resident's" letter on the subject was received it occurred to us that it would be interesting to learn by direct inquiry what views are held on the subject in the Colony to-day. We print below some of the opinions gleaned by our representative, and a further selection will be published to-morrow.

THE COLONIAL TREASURER.

The Hon. Colonial Treasurer was quite frank and emphatic on the point. "If the traders of Hongkong want a standard dollar, and ask for it, the Government will give it to them," he said. "The Government has never been approached on the subject, and the natural assumption is that everyone is satisfied. I know that the local business men have always been against the change, although it might be useful in one or two ways. It would save a lot of bother and exchange worry, and we should always know where we were. Still, no one complains. If they did, and if the business men wanted us to fix a standard coin, we should do so."

Mr. Thomson added that a system of standard coinage for self-contained countries, like India, for instance, was quite proper, but Hongkong was really a suburb of Canton, and an ocean shipping port for China. Therefore, to adopt a sterling coin here without similar action on the part of China would be awkward, to say the least, because we should always be changing around. He thought business people generally would really like a standard coin, but they were afraid to move and ask for it without China, and most people were inclined to let things remain as they were. The general adoption of a standard coinage would, no doubt, be better all round, but he did not think the change would make such a difference as to justify any movement in that direction. "I had an idea—a passing idea—at one time, that a standard coinage would be much better than the present system," he added. "The adoption of a standard currency all round, but now I do not think the change would be worth the trouble, even in China."

BANK MANAGER'S PROPOSAL.

In the opinion of Mr. Dunlop, the manager of the Nederlandsch-Indische Handelsbank in Hongkong, the introduction of a gold standard is not advisable; it would seriously affect Hongkong's position as the banking centre of South China.

The present currency system, however, is also inadequate. The margin between the specie points is too big; it tends to an excessive over-valuation of sterling rates above silver-parity, and to an excessive depreciation of the silver-dollar (or, rather, an appreciation of notes), whenever the balance of trade or rather the balance of payment is against China.

The introduction of a silver exchange standard, eliminating the silver Mexican and British dollars as legal tender, might be successful. The Government should control the not-issue in that case, and bar-silver stocks should be carried locally and in London.

This, he thought, would not tend to do harm to the trade between Hongkong and Canton. If a silver market were established in Hongkong it would do away with all the present difficulties of exchange, without injuring trade. "To go gold," however, without China also "going gold" would be a direct attack upon the Colony's trade.

ANOTHER BANK MANAGER'S VIEWS.

Mr. Tisdall, manager of the Russo-Asiatic Bank, said:—"A fixed dollar will not 'go.' There is not sufficient trade in the Colony to support it, or to lead one to think that the Government would make any such move. And even if it were otherwise, it would be impossible without a similar movement on the part of China." Mr. Tisdall added that a fixed dollar might be more convenient from a trade point of view, but the idea had been thrashed out before and no-one seemed very keen about it.

THE HON. MR. HEWETT.

The Hon. Mr. E. A. Hewett, C.M.G., Superintendent of the P. and O. Company (Chairman of the Chamber of Commerce), said that to talk of adopting a standard coin in Hongkong without a similar movement in China was absurd. He recalled a meeting of the Chamber of Commerce held about twelve years ago when a vote was taken on the question of fixing a standard dollar in Hongkong. He analysed the voting on that occasion, and found that the majority of the people who voted in favour of a fixed Hongkong dollar were those who possessed no real commercial interest or standing in the Colony at all; none of the big business men were included among them. "To take the step suggested," he added, "would simply paralyse the trade of the Colony, unless China also 'went gold.' You cannot dissociate China from the scheme. Singapore has been put forward as an example, but Singapore and Hongkong are two different places. With others I wrote a memorandum on the subject at the request of Sir Henry Blake, and this was sent to the Secretary of State. Amongst others, one of the arguments that was put forward against a fixed dollar, and seemed to me a sound one, was this: You fix a dollar here at 2/4, a dollar in China is worth 1/9d, and a peso in Manila is worth, roughly, 2/-. You want repairs done to a ship, or something of that sort. Because of the difference in the value of the dollar, that ship is repaired, quite naturally, at Manila with a 2/4 dollar, or at Shanghai, Amoy, or Swatow with a 1/9d dollar, or its equivalent, or even in Japan with a 2/- yen. People would simply go by Hongkong. It is absolutely impossible, in a place like this, to move without China. In my opinion, if we are to have a fixed dollar here, before China 'goes gold' we should be almost ruined. China would transfer the whole of her business, including her banking business, to 'silver' countries. The idea underlying the proposal is no doubt a good one, but we have to move with China in this."

MR. ROBERT SHEWAN.

"I consider that a Hongkong dollar, fixed independently of China, would not work," said Mr. Robert Shewan, head of Messrs. Shewan, Tomes & Co. He added: "If we had a gold standard dollar independently of China it would not, in my opinion, be to the advantage of Hongkong; indeed, I think it would be very much to the detriment of Hongkong's trade. The dollar would have to be burned into silver for transactions with the Chinese, and if the exchange were not done here it would have to be done in Canton. It would only mean driving business away from Hongkong to the benefit of Canton. Exports have to be paid for in silver, and although it is true that imports may be bought at Home in sterling, the notes have still to be turned into silver before the Chinese can tell the price."

On it being pointed out that Singapore contrives to live very successfully with a fixed dollar, Mr. Shewan said that the position in the Straits was not analogous to that of Hongkong in respect of coinage. In the first place the Straits Settlements were very much bigger than Hongkong; and, in the second place, the Straits really formed part of India, and it would simplify matters in the Straits if they were to use the Indian rupee. "But Hongkong is a mere hanger-on to China, and I cannot see what benefit it would be to us to have a gold currency in this little island, while we should still have to turn everything into silver when we went to Canton."

Assuming that both Hongkong and China adopted the same standard currency, would not that be a benefit? There would be no objection to that. Of course, the ideal would be for both Hongkong and China to adopt a gold currency or standard; but I am afraid the day for that is very far distant. To have a standard dollar for Hongkong independently of China would be bad for the trade of Hongkong, and, naturally, I am against anything which would be detrimental to the trade of the Colony."

SHIPPING

ARRIVALS.

CHUAN, British str., 1,920, R. Robertson, 26th May—Bangkok 19th May, Rice.
 —Butterfield & Swire.
 CITY OF NEWCASTLE, British str., 662, J. Abram, 26th May—Shanghai 23rd May, General.—Order.
 DAIJIN MARU, Japanese str., 599, Murakami, 26th May—Swatow 25th May, General.—Osaka Shosen Kaisha.
 FOOLE, Chinese str., 1,376, B. Mignola, 26th May—Chefoo, General.—Chinese.
 GEMINI, British str., 1,334, E. Jones, 25th May—Wakamatsu 19th May, Coal.—Mitsui Bussan Kaisha.
 KANCHOW, British str., 1,222, G. Gibbs, 26th May—Shanghai 23rd May, General.—Butterfield & Swire.
 KOLTA, British str., 1,168, E. J. Dooley, 25th May—Manila 21st May.—Thornson & Co.
 KWANGTAN, Chinese str., Stewart, 26th May—Shanghai, General.—Order.
 KWONGSANG, British str., 1,429, W. T. Richard, 26th May—Singapore 22nd May, Rice.—Jardine, Matheson & Co.
 MAHSAN, British str., 1,444, Alcock, 26th May—Sandakan 20th May, General and Timber.—Jardine, Matheson & Co.
 MYOGISAN MARU, Japanese str., 1,762, K. Munakata, 26th May—Mitsui Bussan Kaisha.
 SUNGKIAN, British str., 887, J. Robinson, 26th May—Haiphong 24th May, General.—Butterfield & Swire.
 TASSAN, British str., 977, Matthews, 26th May—Haiphong 22nd May, General.—Jardine, Matheson & Co.
 TACOMA, British str., 4,086, Stewart, 26th May—Shanghai 23rd May, General.—Standard Oil Co.
 TITAN, British str., 5,730, J. W. Read, 26th May—Manila 22nd May, General.—Butterfield & Swire.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
 May 26th.
 CITY OF NEWCASTLE, Brit. str., for London.
 LORRAN, British str., for Haiphong.
 YETI MARU, Japanese str., for Moji.

DEPARTURES.

May 26th.

CHOYSANG, British str., for Shanghai.
 DONAX, British str., for Balikpapan.
 HEINCHANG, Chinese str., for Tientsin.
 JAPAN, British str., for Kobe.
 KANAGAWA MARU, Jap. str., for Bombay.
 KOREA, American str., for San Francisco.
 MYOGISAN MARU, Jap. str., for Canton.
 SORU MARU, Jap. str., for Aomori.
 STANDARD, Norwegian str., for Swatow.
 TAIHUN, British str., for Shanghai.
 TENMEI MARU, Jap. str., for Shanghai.
 WAKAMATSU MARU, Jap. str., for Tatey.
 WADA MARU, Japanese str., for Mike.
 WIMBLEDON, Brit. str., for Chingwanat.

SHIPPING REPORT.

The British str. Tacoma reports: Moderate N.E. wind, fine weather.

PASSENGERS.

DEPARTED.

Per Korea, for San Francisco, etc., Mr. J. Bose and servant, Mr. J. Johnston, Mr. and Mrs. Washington Hunsy, Mr. E. H. Pound, Mr. Geo. Lunt, Mrs. P. M. Woods, Mr. Wm. Junker, Mr. and Mrs. J. C. Mordough, Mr. and Mrs. H. V. Edwards, Miss Jessie Post, Master Hercules Aldrich, Mr. P. L. Trout, Capt. and Mrs. D. T. Cleaver, Miss K. R. Green, Col. and Mrs. H. C. Davis, Mrs. A. M. Smith, Mr. Joseph Benham, Master S. Stillin, Mrs. M. L. Pruitt, Mr. J. B. Southam, Mr. T. B. Ozorio, Mrs. G. Duffin, Mr. E. H. Hartmann, Miss Edith Runyon, Mrs. Mary Brown, Mrs. M. L. Hamlin, Mr. C. F. Wixon, Mrs. Helen A. C. Church, Mrs. T. E. Alexander, Mr. O. B. Hart, Rev. and Mrs. R. W. Post, Mr. J. Laman Trip, Miss Virgil Aldrich, Mr. C. R. White, Mrs. J. M. Doyle, Mrs. L. Maynard, Mrs. E. J. Stagg, Mr. H. A. Sundheimer, Miss E. M. Smith, Dr. and Mrs. S. Stillman, Mr. John Northcott, Miss M. B. Pruitt, Miss Agnes Riley, Mr. E. G. Long, Mrs. A. C. Perce, Miss B. Brown, Mrs. O. A. Ellis, Mr. and Mrs. Robert Burns, Mrs. Albertina J. Rice, Mr. and Mrs. A. Gideon, infant and nurse, Miss Mary Post, Rev. and Mrs. Aldrich, Miss Jeannette Aldrich, Mr. A. N. Ingle, Mr. H. B. Everett, Mr. F. C. Lawrence, Mrs. Lewis Morris, Miss L. Stillman, Mrs. Ellis B. Miller, Mr. O. W. Nesbit, Mrs. T. P. Ballinger, Mr. H. A. Farr, Mrs. Mrs. Goscho Groth, Mr. D. H. Reamy, Mr. A. A. Kahn, Mrs. F. X. Britto and infant, and Master Alex Britto, Mrs. C. Cowles, Mrs. H. A. Baldrige, Col. J. G. Galbraith, Mr. R. K. Wadsworth, Mr. A. Nemaze, Mr. J. Francisco, Mrs. D. E. Theleon, Mr. K. Nomozino, and Mr. J. P. Lalcaen.

VESSELS EXPECTED.

AUSTRALIAN MAIL.
 The str. Changsha left Sydney for Hongkong via Queensland and Philippine ports on 22nd instant, and may be expected to arrive on or about June 16th.
 MERCHANT STEAMERS.
 The str. Bentonland from Hull, Middlebro, and London left Singapore for this port on 23rd instant, and may be expected to arrive here on or about 23th instant.
 The str. Dunera sailed from Calcutta on 16th inst., and may be expected here on or about the 31st inst.
 Anchoria, sailed from Liverpool, May 8th.
 Bengali, sailed from Suez, May 12th.
 SHIRE LINE, LIMITED.
 Radnorshire, from London, is due in Hongkong 12th June.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Kowloon Pier. 3. From Kowloon Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via Suezal Ports of Call	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 5th June, at Noon.
LONDON & SINGAPORE, via PENANG, COLOMBO, &c	NAGATA	Brit. str.	—	A. B. Garwood, R.N.M.	P. & O. S. N. Co.	About 12th June.
LONDON	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	End of June.
MARSEILLES, LONDON & LIVERPOOL	CITY OF NEWCASTLE	Brit. str.	—	—	THE EAST LINE, LIMITED	On 29th inst., at 1 P.M.
MARSEILLES via PORTS	AMAZONS	Brit. str.	—	—	MESSAGERIES MARITIMES	On 3rd June, at Noon.
MARSEILLES, LONDON & SINGAPORE, via Suez	PUNJABI MARU	Jap. str.	—	Trisiva	NISSON YUEN KAISHA	To-day, at 4 P.M.
VICTORIA B.C. & SINGAPORE via KUEIUNG &c	SHIMIZU MARU	Jap. str.	—	Deguchi	NISSON YUEN KAISHA	On 31st inst., at 3 P.M.
VICTORIA B.C. & SINGAPORE via MANILA & SUEZ, B.C.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHA KAISHA	On 10th June.
BOSTON & NEW YORK via SUEZ	TUSCAN PRINCE	Brit. str.	—	—	THE EAST LINE, LIMITED	About 2nd June.
NEW YORK via PANAMA CANAL	MIDDLEHAM CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 1st June, at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	SIBERIA	Brit. str.	—	A. Zeeber	PACIFIC MAIL S.S. Co.	On 8th June, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c	CHINA	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th June, at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c	NISSON MARU	Jap. str.	—	A. G. Stevens	TOYO KIYUN KAISHA	On 15th July, at 10.30 A.M.
SAN FRANCISCO via MANILA & JAPAN, &c	ALDENHAM	Brit. str.	—	G. L. Smith	GIBBS, LIVINGSTON & Co.	To-morrow, at 10 A.M.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—	Boyd	NISSON YUEN KAISHA	On 15th June, at 4 P.M.
JAPAN	YIPANAS	Dut. str.	—	Takada	JAPA-CHINA JAPAN LINES	On 18th June, A.M.
NAGASAKI, KOBE & YOKOHAMA	NISSON MARU	Jap. str.	—	Tada	NISSON YUEN KAISHA	On 31st inst.
KOBE	SANUKI MARU	Jap. str.	—	Shano	BUTTERFIELD & SWIRE	On 3rd June, at 4 P.M.
WEIHAIWEI & TIENTSIN	RYUOHU	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LIANGSOW	Brit. str.	1 m.	J. H. Eishman	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light.
SHANGHAI via SWATOW	KANGHOU	Brit. str.	1 m.	M. H. Laver	BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI	CHILI	Brit. str.	—	Okamoto	MESSAGERIES MARITIMES	On 31st inst.
SHANGHAI, KOBE & YOKOHAMA	IYO MARU	Jap. str.	—	W. F. Richard	NISSON YUEN KAISHA	On 1st June, at D'light.
SHANGHAI, MOJI & KOBE	KWONGSANG	Brit. str.	—	J. Mestholl	JARDINE, MATHESON & Co., Ltd.	On 1st June, at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	C. G. Smith, R.N.M.	BUTTERFIELD & SWIRE	About 3rd June.
SHANGHAI	MALTA	Brit. str.	—	H. G. Evans, R.N.M.	P. & O. S. N. Co.	On 6th June, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	Shimizu	NISSON YUEN KAISHA	About 6th June.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KAMAMARU	Jap. str.	—	H. G. Evans, R.N.M.	DAVID SASSON & Co., Ltd.	On 20th June.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ITOLA	Brit. str.	—	Butler	JAPA-CHINA JAPAN LINES	Quiet despatch.
SHANGHAI	TILATAP	Dut. str.	—	K. Murakami	OSAKA SHOSHA KAISHA	On 30th inst., at Noon.
TAMBU, & KEELUNG via SWATOW & AMOY	DAIJIN MARU	Jap. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	To-morrow, at 1 P.M.
SWATOW, AMOY & POOCHOW	HAIRAN	Brit. str.	2 h.	W. G. Fennimore	DOUGLAS LARPAK & Co.	On 1st June, at 1 P.M.
SWATOW, AMOY & POOCHOW	HAIRAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LARPAK & Co.	On 4th June, at 1 P.M.
SWATOW, AMOY & POOCHOW	YUEHSANG	Brit. str.	—	P. Balfe	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 3 P.M.
MANILA	CHINWA	Brit. str.	1 m.	R. Flaylayson	BUTTERFIELD & SWIRE	On 1st June, at 4 P.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leest	JARDINE, MATHESON & Co., Ltd.	On 5th June, at 3 P.M.
MANILA	YIMANORU	Dut. str.	—	H. Nomura	JAPA-CHINA JAPAN LINES	On 29th inst., at 7 A.M.
BOMBAY, via SINGAPORE, MALACCA & COLOMBO	RANGOON MARU	Jap. str.	—	T. Yamaguchi	NISSON YUEN KAISHA	To-morrow, at 3 P.M.
BOMBAY via SINGAPORE, PENANG & COLOMBO	SAIGON MARU	Jap. str.	—	C. J. Matlock	JARDINE, MATHESON & Co., Ltd.	On 1st June.
SINGAPORE	CHUNANG	Brit. str.	—	Karasaki	NISSON YUEN KAISHA	On 3rd June, at 3 P.M.
SINGAPORE, PENANG, BANGKOK & CALCUTTA	KAWACHI MARU	Jap. str.	—	Gilroy	JARDINE, MATHESON & Co., Ltd.	On 4th June.
SINGAPORE, PENANG & CALCUTTA	NAMASO	Brit. str.	—	Dickinson	DAVID SASSON & Co., Ltd.	On 25th June.
SINGAPORE, PENANG & CALCUTTA	SANAKA	Brit. str.	—	D. A. Gardiner	THE EAST LINE, LTD.	To-morrow, at 10 A.M.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	KIJO MARU	Jap. str.	—	Imai	OSAKA SHOSHA KAISHA	On 29th inst., at 11 A.M.
HAIPHONG	SUNOKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at 1 P.M.
HOIHOW & HAIPHONG	SINGAN	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	On 30th inst., at D'light.
HOIHOW & PAKHOI	TAKSANG	Brit. str.	—	Malawa	JARDINE, MATHESON & Co., Ltd.	On 5th June, at Noon.
HOIHOW & HAIPHONG	MAUSANG	Brit. str.	—	R. A. Matthews	JARDINE, MATHESON & Co., Ltd.	

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE	"CHUNANG"	Friday, 28th May, 3 P.M.
MANILA	"YUENSANG"	Saturday, 29th May, 3 P.M.
SHANGHAI via SWATOW	"WINGSANG"	Sunday, 30th May, D'light.
HOIHOW & HAIPHONG	"TAKSANG"	Sunday, 30th May, D'light.
SHANGHAI	"KWONGSANG"	Tuesday, 1st June, D'light.
SANDAKAN	"MAUSANG"	Thursday, 3rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Saturday, 5th June, 3 P.M.

These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Rangoon, Calcutta, Singapore, Swatow, Amoy, Hongkong, and other ports.
 Telephone No. 215, Sub. Exch. 4.

JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.
 Hongkong, 27th May, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking
 Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. Ltd.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"HIRE" LINE SERVICE—HOMEWARDS.

STEAMERS	DATE OF DEPARTURE
LONDON	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
 TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 26th May, 1915

AGENTS

PACIFIC MAIL S.S. CO.

OPERATING
 MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
 MONGOLIA 27000 tons
 KOREA 18000 tons
 CHINA 10200 tons
 MANCHURIA 27000 tons
 SIBERIA 18000 tons
 NILE 10000 tons
 PERSIA 5000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
 Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

SIBERIA ... Sailing TUESDAY, 1st June, at 1 P.M.
 CHINA (via Manila) ... TUESDAY, 15th June, at Noon.
 MANCHURIA ... TUESDAY, 22nd June, at 1 P.M.
 MONGOLIA ... TUESDAY, 29th June, at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—such as water swimming, table, billiard, croquet, deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is our first consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
 KING'S BUILDINGS.

TEL. No. 141.

VESSELS ON THE WERTH

REGULAR STEAMSHIP SERVICE.

Proposed sailings from Hongkong.

For NEW YORK via PANAMA CANAL.

S.S. "MIDDLEHAM CASTLE,"

on or about 2nd June.

For NEW YORK via SUEZ CANAL.

S.S. "SAINT RONALD,"

about Early in July.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 22nd May, 1915.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION

COMPANY.

STEAM FOR STRAITS, CEYLON,

AUSTRALIA, INDIA,

EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERAK, GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"

Captain A. L. Valentini, carrying

Majesty's Mail, will be despatched from this

port for BOMBAY on SATURDAY, the

5th June, 1915, at Noon, taking

Passengers and Cargo for the above Ports, in

connection with the Co.'s s.s. "MOLDAVIA,"

from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuable Tea and Cargo for

Batavia, Penang and London (under arrange-

ment) will be transhipped at Colombo into

the Mail Steamer proceeding via Bombay

to Hongkong and London. Other Cargo for

London, etc., will be conveyed via Bom-

bay and transhipped to the s.s.

"KAISER-I-HIND," due in London on the

18th July, 1915.

Parcels will be received at the Office

until 4 P.M. the day before sailing. The

contents and value of all packages are

required.

For further particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 21st May, 1915.

AMERICAN AND ORIENTAL LINE.

For BOSTON & NEW YORK via SUEZ.

THE Steamship

"TUSCAN PRINCE,"

5675 tons, will be despatched as above on

THURSDAY, 10th June.

For Freight, etc., apply to

THE BANK LINE, LTD.,

General Agents.

Hongkong, 13th May, 1915.

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY

(is the oldest and still immeasurably the best

Advertising medium among the

Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translation free) can

be obtained at the

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	MALTA	About 3rd June.	Freight and Passage.
LONDON VIA USUAL PORTS	ORIENTAL	Non.	See Special
OF CALL	Capt. A. L. Valsanti	5th June.	Advertisement.
SHANGHAI, MOJI, KOBE, KARMALA and YOKOHAMA	Capt. H. G. Evans, R.N.R.	About 6th June.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID, MARSEILLES	NAGOYA	About 12th June.	Freight and Passage.
	Capt. A. H. Garwood, R.N.R.		

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice
For Further Particulars apply toE. A. HEWETT,
Superintendent.

Hongkong, 26th May, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LIANGHONG"	On 27th May, 4 P.M.
HOIHOW and PAIKHOI	"SINGAN"	On 28th May, 11 A.M.
HOIHOW and HAIPHONG	"SUNGKIANG"	On 29th May, 11 A.M.
SHANGHAI	"KANCHOW"	On 30th May, 11 P.M.
MANILA, CEBU and ILOILO	"ORINHU"	On 1st June, 4 P.M.
SHANGHAI	"LUCHOW"	On 1st June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUIHOW"	On 2nd June, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL"		
MANILA LINE—TWIN-SCREW STEAMERS "CHINHU", "TAMING" and "TEAN". Excellent Saloon accommodation; Airships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".		
SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN", and the S.S. "KANCHOW", "LEANGHONG", "LUCHOW" and "YINGHONG", having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
These Steamers land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.		
For Freight or Passage apply to—		
HONGKONG, 27th May, 1915. TELEPHONE 36. AGENTS		

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

BEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. W. Evans	FRIDAY, 26th May, at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 1st June, at 1 P.M.
"HAIMUM" ...	Capt. A. H. Stewart	FRIDAY, 4th June, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 26th May, 1915

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA" 5,257 tons, Captain Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 30th June.

WESTWARD

S.S. "DUNEDIN" 5,389 tons, Capt. Dickinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 4th June.

S.S. "JAPAN" 6,013 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 27th May, 1915.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	...	On 28th May, 10 A.M.
ST ALBANS	...	On 22nd June, 10 A.M.
EMPIRE	...	On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.
NIPPON MARU	11,000—18 knots	TUESDAY, 23rd July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.

* Via MANILA, Omittling Shanghai.

Steamers via Shanghai leave at Noon.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALEPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,300—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
King's Building,
Telephone 291.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	CHILLI	On 31st May.
MARSEILLE VIA PORTS	AMAZONE	On 29th May, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply toP. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, NAGASAKI,

KOBE, YOKKAICHI AND YOKOHAMA.

Steamer "MEXICO MARU" ... N. Kobayashi ... MONDAY, 31st May, at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer "SAIGON MARU" ... T. Yamaguchi ... SATURDAY, 29th May, at 7 A.M.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer "DAIJIN MARU" ... F. Murakami ... SUNDAY, 30th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer ... Captain ... Leaving

FOR HAIPHONG (DIRECT).

"KEIJO MARU," ... IMAZUMI ... FRIDAY, 27th May, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply toH. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer leaves YOKOHAMA	to COLOMBO.	SHANGHAI HAI	HONGKONG KONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES LMS	Due at London
p.m.		about	about Noon			
May 24	ORIENTAL ...	June 1	June 5	MOLDAVIA ...	July 4	July 11
June 7	MALTA ...	June 14	June 18	E-Y-P-T ...	July 18	July 26
June 21	SARDINIA ...	June 28	July 2	AFRICA ...	Aug. 1	Aug. 8
—	NUBIA ...	July 12	July 16	MONGOLIA ...	Aug. 15	Aug. 23
July 19	ORIENTAL ...	July 27	July 31	MALWA ...	Aug. 23	Sept. 4
—	MALTA ...	Aug. 9	Aug. 13	PERSEA ...	Sept. 11	Sept. 18
—	SARDINIA ...	Aug. 23	Aug. 27	MOBEA ...	Sept. 25	Oct. 2
—	NUBIA ...	Sept. 6	Sept. 10	MALOJA ...	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows—

	1st Saloon	"A"	Accommodation	Single	Return	LONDON
1st Saloon	"A"	"B"	"C"	"D"	"E"	£105.
2nd Saloon	"A"	"B"	"C"	"D"	"E"	£96.
1st Saloon	"A"	"B"	"C"	"D"	"E"	£89.
2nd Saloon	"A"	"B"	"C"	"D"	"E"	£80.
	"A"	"B"	"C"	"D"	"E"	£69.
	"A"	"B"	"C"	"D"	"E"	£63.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YAMAHA	SHANGHAI	HONGKONG	FROM	if calling	LONDON
	about	about	about	about	about	about
NAGOYA	May 24	June 3	June 12	June 18	July 15	July 26
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon 254 Single; 2nd Saloon 233 Single; 257 Return

1st Saloon 230 Single; 2nd Saloon 230 Single

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	FUSHIMI MARU	25,000	THURSDAY, 3rd June, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU	16,000	THURSDAY, 17th June, at Noon.
VICTORIA, S.O., and SEATTLE VIA KEELUNG	SHIDZUOKA MARU	12,500	THURSDAY, 24th May, at 4 P.M.
SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	ARI MARU	12,500	TUESDAY, 15th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	13,500	TUESDAY, 15th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	NIKKO MARU	9,000	FRIDAY, 16th July, at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	KAWACHI MARU	12,500	TUESDAY, 1st June.
KOBE	RANGOON MARU	8,000	SATURDAY, 12th June.
SHANGHAI, MOJI and KOBE	SANUKI MARU	12,000	MONDAY, 31st May.
NAGASAKI, KOBE and YOKOHAMA	IYO MARU	12,500	MONDAY, 31st May.
SHANGHAI, KOBE and YOKOHAMA	NIKKO MARU	2,600	SUNDAY, 13th June, 1 A.M.
	KAMO MARU	16,000	SUNDAY, 6th June, at 10 A.M.

Wireless Telegraphy.

PASSENGER SEASON FOR 1915

Steamers	Displacement	Leave Hongkong
FUSHIMI MARU	25,000 Tons	Thurs., 3rd June
HIRANO	16,000	Thurs., 17th June
KATOHI	20,000	1st July
KAMO	15,000	15th July
KASHIMA	20,000	29th July

FOR AMERICA.

SHIDZUOKA	12,500	Thurs., 27th May
ARI MARU	12,500	Tues., 15th June
TAMBA	12,500	19th June
YOKOHAMA	12,500	Thurs., 8th July
SADO	12,500	Tues., 27th July

For Further Information as to Freight, Sailing &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 124

